

## Cox Declares Liquor Dead as Slavery Issue

Present Question Is One of Law Enforcement, He Asserts in Answer to Question From Audience

Urges Economy for U. S.

League, Budget and Radicalism Also Discussed at Portland; Throat Better

PORTLAND, Ore., Sept. 13.—A statement that the liquor question "is as dead as slavery" and that the present question was one of law enforcement, was made here by Governor Cox to a large audience at the Auditorium this afternoon.

The Governor's statement came near the close of his address.

"How about the liquor question?" a man yelled.

"I understand," the Governor replied, "that some newspapers out here have lost their former interest in the League of Nations. Apparently one of their readers is interested in a subject as dead as slavery."

Declaring that he had invited questions regarding his policies, Governor Cox continued:

"This is a country of free speech. You are entitled to know how I stand. This is a question of law enforcement. Let me tell you that while I was Governor of Ohio, before national prohibition, for the first time in history, the front door and the back door of every saloon in Ohio were closed on Sunday."

Promises to Enforce Law

To an audience of women this afternoon Governor Cox made another statement in regard to the liquor question, pledging himself to "enforce all laws regardless of what interest may be affected."

Governor addressed two large audiences at the Auditorium here after speaking early today at the Salem (Ore.) Army.

There was marked improvement in the condition of his throat upon departing late today for eastern Oregon and Idaho he expressed confidence that hoarseness would interfere little with the rest of his Western trip.

To save his voice, however, the Governor planned to avoid outdoor addresses for a few days. His itinerary called for stops this evening at Hood River and The Dalles for brief greetings. His principal engagements tomorrow were afternoon and evening meetings at Boise, Idaho, en route to Ogden and Salt Lake City.

While en route to Ogden, the budget, Governor Cox discussed the league, progressivism, radicalism and its prevention, and other subjects in his noon address here at the Auditorium.

Referring to the Republican front porch campaign, Governor Cox said:

"Headquarters are to be moved from Marion to the field. The front porch campaign, it is announced, will end. I am too modest to tell you why."

Declares Civilization Held Up

Discussing the League of Nations, Governor Cox said:

"I am amazed at the results achieved in our irrigation and reclamation projects, and I am appalled by the thought that selfish partisanship in the United States would hinder the progress of the civilization of the world, would make it necessary for us to continue the building of big armaments when the amount necessary to expend in that program would increase the productive acreage of the United States by hundreds of thousands of square miles."

When it is considered that the development of the Yakima valley cost the government only \$10,000,000, approximately, and that the price of a modern battleship such as is being constructed today is \$40,000,000, the average man can grasp the possibilities of a permanent peace and a complete disarmament. If we can stop building battleships and constructing agencies for the destruction of human life, we can turn our thoughts to the development of agencies for the conservation of life and the happiness of mankind."

"It is appalling to think that the population of Alaska today has decreased in great percentage from that of five years ago in the face of the construction of the great waterworks."

170,000,000,000 Gallons of Water in City's Reservoirs

It is estimated that the one hundred and seventy billion gallons of water for the use of New Yorkers would supply civilization for more than a year. Best of all is the purity of the supply. The drinking water is "gassed" at the outlet reservoir, a treatment which kills all germs. It is this wonderful water, filtered four extra times, that is used to make Knickerbocker Ice—clean—pure—safe.

And not only is Knickerbocker Ice made under the greatest safeguards, but it is delivered in clean wagons. You buy certified milk for your children—be as careful about the ice supply.

Knickerbocker ICE Company

VERY CHOICE VAN DYCK CIGAR

THREE SELECT SIZES—We suggest BANKERS (wrapped 2 in foil) 2 for 30c—Box of 50—\$7.25

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## TIFFANY & Co.

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CHINA AND GLASS

tion of the government railroad, which should have been the means of aiding development. Something is radically wrong with our treatment of that territory, and that wrong must be remedied.

"No plan of development should be undertaken in a haphazard way. Logrolling methods of securing appropriations can no longer be condoned."

Urges Repeal of War Taxes

"The demands of war brought the necessity for departmental additions and extension at Washington. Not only must we junk the machinery that came with war, but we must repeat the burdensome war taxes and definitely reduce the cost of government in normal times."

The administration of government functions can be put upon an economical and efficient basis. Through my public life I have been interested in the organization and administration of government activities, as approved business lines, or in other words, in securing the maximum of effectiveness with the minimum of expense, and I am convinced from my own personal experience as well as the experience of other states that it can be done.

"An economical and efficient administration of government business must be preceded by two measures. In the first place, there must be a business reorganization of governmental bureaus and agencies for the purpose of eliminating overlapping of functions and duplication of activities. It is reported that there are fourteen distinct offices in the Federal establishment dealing with foreign travel; sixteen offices having to do with engineering; forty-two offices engaged in the compilation of statistical information and sixty-four bureaus and divisions having to do with educational activity. Strictly service sections of the government should be coordinated under one general head, to the advantage of all departments."

To do these things properly will require a long and arduous investigation and study. Constructive reforms may be immediately inaugurated and developed from year to year as investigation and study would indicate.

Budget Commissioner Needed

"The need for such an official as a budget commissioner, to advise the President and to work under his direction, is apparent from a financial standpoint. The President has charge of the largest business in the world, but his time is too valuable for the consideration and elaboration of policies and to reaching the proper decisions upon many questions of grave national and international importance. He does not have time for detail."

The League of Nations was advocated by Governor Cox in an address in the armory at Salem this morning.

17th District Republicans Back Meyer for Senate

Quote Colonel Roosevelt on Record of Assemblyman and Favor Promotion

A committee of Republican residents of the 17th Senatorial District issued a call yesterday to the enrolled Republicans of that district to support Assemblyman Schuyler Merritt Meyer for the Senatorial nomination in the primary elections to-day. Mr. Meyer has been endorsed by the Republican organization in the 5th Assembly District. The call reads:

"Frederick Roosevelt, writing to a friend September 9, 1918, said: 'Mr. Meyer's record in legislative work, more than any other man in the work of constructive Americanism, has been admirable, and he would be a great asset if it did not receive hearty recognition.'"

"We believe that his previous service in the Legislature, his ability and conscientiousness at all times, fully warranted the promotion to the Senate. He will be performing a useful service to the community in helping to promote in public office a man of his experience, ability and integrity."

Among the signers of the call are: William Childers, Mrs. John H. Ivelin, Stanley M. Isaacs, Mrs. James Russell Parsons, Samuel A. Berger, Mrs. Walter Damosch, Nicholas Roosevelt, Mrs. Herbert Satterley, Mrs. Langdon Marvin, Mrs. Pleasant Pennington, Mrs. Winthrop W. Aldrich, Guy Emerson, Mrs. A. Barton Hepburn, George W. Wickersham, James R. Sheffield, William W. Hoppin, Winthrop W. Aldrich, Mrs. John Henry Hammond, Mrs. Otto H. Kahn, Mrs. William W. Hoppin, Mrs. John T. Pratt, Mrs. Lauren Carroll, William R. Wilcox and Charlotte Delaford.

Mayor Orders Polls Policed

Fearful that the "old slush fund crowd" may be active again at the primary elections to-day Mayor Hylan yesterday requested Police Commissioner Enright to have each election district "properly policed."

"See to it," said the Mayor, "that every election district is properly policed so that there will not be a repetition of past primary elections, where candidates for nomination have been counted out and election officials convicted and sent to prison."

The Mayor evidently referred to the last city primaries, when former Senator William M. Bennett obtained the Republican Majority nomination over the late Mayor Mitchell after contesting the count in the courts.

## Harding to Speak in Maryland and West Virginia Soon

First Eastern Address Is Scheduled for Baltimore About Sept. 27; To Stop at Buffalo on Way Here

Senator Harding's first Eastern speech will be made in Baltimore on or about September 27. The Senator will go direct from Marion to Baltimore, and on his trip home he will speak in West Virginia.

Senator Harding's New York speaking date is unsettled. It is understood that when he starts for New York City he will stop at Buffalo for his first address in this state. After his address here he likely will go to New Jersey and Connecticut.

Chairman Hays of the Republican National Committee, in commenting yesterday on the report from Marion that the Republican candidate would go to the Pacific Coast, said that it was doubtful if the Senator went farther West than Omaha.

"There has been no change in our plans as announced a month ago," said Chairman Hays.

With the exception of New York State, the rule for Senator Harding will be one speech in a state. Before leaving for Chicago yesterday, Mr. Hays said that he did not believe that Senator Harding would speak in every state where there is a contest for United States Senator. Such a course, he said, would entail his going to Utah, California, Washington and other Far Western states, which are looked upon as Republican strongholds this year and do not need the personal presence of the Presidential candidate.

Speaker Gillett Here Thursday

Colonel Thomas W. Miller, head of the speakers bureau of the Eastern division, announced last night that Speaker Frederick H. Gillett of the House of Representatives would make his first speech of the campaign in Bryant Hall, at the meeting of the Republican State Committee, on Thursday night of this week. Colonel Miller also announced that Senator William E. Borah would speak in Jersey City September 20, and later, on the request of Senator Lodge, at Lynn and Lawrence, Mass., on September 21.

Turned last week from Europe, had offered his services to the national committee, it was announced.

Colonel Miller added that some evil spell seemed to follow the word "spell" to Maine this year by the national committee. First, it was Miss Helen Varick Boswell, who suffered a severe injury to her eye at a Maine railroad crossing. Yesterday Colonel Miller received word that Miss Mary Stewart, in charge of the women's branch of the Eastern headquarters, had met with injury in an automobile accident in Maine and that she at present is in the Portland City Hospital.

Grasso Quits the Democrats

Word reached the national committee last night that Anthony J. Grasso of the Italian division of the Democratic National Committee, sending his letter of resignation to Chairman George White.

In his letter he says that he is through with the Democratic party, largely on account of the action of Hans Reig, head of the naturalization bureau, assisted by a Jugo-Slav in the control of the bureau.

"The Wilson Administration is trying to rob Italy of her just claims," says Mr. Grasso's letter.

Brandegge Urges State To Ratify Suffrage

Former Opponent of Amendment Says Verdict of Nation Should Be Executed

NEW HAVEN, Conn., Sept. 13.—Senator Frank B. Brandegge, in a letter to Colonel M. M. Ullman, received today, says he hopes that the state Legislature will ratify the Federal suffrage amendment at the extraordinary session which opens to-morrow. Heretofore Senator Brandegge has been an outspoken opponent of woman suffrage by Federal amendment, voting against all suffrage measures in the state. In the letter Senator Brandegge says:

"In view of the fact that the validity of the ratification of the amendment by the State of Tennessee has been questioned, and that the result of the entire election throughout the country may be imperiled thereby, and in consideration of the fact that the amendment is certain to be ratified by more than the required number of states as soon as their legislatures assemble, I earnestly hope that the Legislature of Connecticut will promptly ratify the amendment."

"The country has decided that women shall have the right to vote. I am convinced, therefore, that this right should be made unquestionable by the action of as great a number of states as is possible before the coming election, so that women may participate in every respect on an equality with men."

## Rail Workers Cheer Harding At Front Porch

(Continued from page one)

marching railroad workers. Some of these read: "Let Harding pilot the Train of State"; "Harding never sleeps at the switch"; "He is a good neighbor, so he will be a good President"; "Safety always with Harding at the throttle."

Senator Harding's Speech

Senator Harding in part said: "When the World War came on we had not only the largest railway development in the world, but we had the most effective service at the lowest known rate of service. We had come to understand the necessity of government restraint on the financing of railroads. We had learned the extreme necessity of putting an end to favoring rates and conspiracy with big business. We had found, in short, the need of the government stepping in and applying a regulating hand to a very necessary public utility."

"We had made great progress in this direction, much of it justified and most of it helpful, but we had gone so far in restriction and regulation that the government's response to much of the railway baiting made it difficult for the railway management to keep pace with the expanding requirements of the country. We were facing just such a condition when we took ourselves involved in the World War."

"The railroads were taken over for the war to put them utterly under the command of government agents."

"Undoubtedly there was back of the movement the insistent forces in our country who believe in government ownership of railroads. We seemed to offer the opportunity for the application of their theories of government, and I sometimes suspect the taking over of the railroads was more supported by the thought of modifying government policy than the developing of a better service for the conduct of the war."

"This suggestion was later on confirmed by the insistence of the Administration that such a seizure would be made unless the exigencies of war urgently required it."

"After the authority was given, without a new exigency having arisen and without a single new condition of peril, the telephone and telegraph lines were seized because an Administration was in power which was disposed to take advantage of the anxieties of people, while involving the country in a revolutionize our government policy in dealing with these public utilities."

Limit Put On Dividends

"If the experiment with the railroads and these communication lines had been successful, it reasonably may be assumed that the policy would have been made permanent, such was the undoubted intent of the present Administration."

"The experiment, however, did not have the effect of committing the country to the policy of government ownership. We were already enormously in debt, and the purchase of the railroads and communication lines involved so stupendous a sum that no sane government would contemplate the purchase and financially disastrous government operation."

"The Administration found itself without a policy. There was very deep concern everywhere as to whether the railway lines would be handed back to their owners in a condition of chaos, or whether Congress could work out a plan to return them and perform the government's proper part in aiding to restore them to efficient service and that necessary solvency to continue their development and effective operation. Congress found itself confronted with the very serious problem, which involved the effectiveness of the transportation on which all the country relies and Congress gave very earnest and solemn thought to the solution of the problem. No one can dispute there was considerable haste in view of the extreme importance of the task, but legislation had to be speeded to avoid a national disaster."

Cummins-Esch Law Results

"The outcome was the enactment of what is known as the Cummins-Esch law. The law is not precisely the

## Senator Harding at St. Paul Fair



The Republican nominee received a great ovation when he spoke at the Minnesota Agricultural Exhibit. He is here shown inspecting the display of blooded cattle.

thing proposed by the lower house of Congress, nor is it exclusively the Senate's conception of the best plan for restoring the railroads to their owners under certain necessary provisions of government regulation.

"Like all cases in which there is a conflict between House and Senate, the Cummins-Esch law is a compromise which harmonizes the two. I do not venture to say that the law is perfect nor that it is the final word in Government regulation and cooperation. I do insist that the measure represents the best expression of Congress which could be worked out in the time at the command of the two houses, and that it has made the just restoration of the railway properties to their owners, and has happily provided the means and fixed a policy under which the railways can be restored to that degree of efficiency which is so essential to the requirements of service to our common country."

"The law effecting the restoration includes the best provisions which we had developed in the period of regulation which existed prior to the government seizure. In some respects we have gone much further and in many ways we have enlarged the government control, and at the same time we have taken into new consideration the necessary concern of the country for railway improvement."

"As a simple matter of truth, under the new regime we have an Interstate Commerce Commission with enlarged authority; we have recognized the necessity of granting the railways a compensation for service which will enable them to live; we have put an end to financial speculation; we have put a limit on capital issues; we have even gone so far as to put a limit on the return which railway capital may earn."

"I must emphasize one of the gross misunderstandings relating to the Cummins-Esch law. It did not provide for a permanent government guaranty of dividends on railway capital. The contrary, it placed a limit on these dividends. It did provide for a maintenance of rates for a period of six months which would guarantee sufficient railway earnings to make possible the financing of necessary railway improvements under the control of their owners."

"But this guaranty of a 5 1/2 per cent earning was limited to the period of transition of six months duration, and was universally recognized as being necessary, because of the admitted failure of the government to maintain the railways in a state of preparedness for efficient service."

"If we had returned the railroads without this temporary guaranty of earnings, in all probability the great American systems would have broken down entirely and we should have found ourselves in a state of railway paralysis which the country could not tolerate."

No Reduction of Wages

"We also stipulated that there should be no reduction of American railway wages during that same period. In other words, we gave the American railway workman precisely the same guaranty that we gave to the American owners, and in neither case was this done with a sole thought of owners or of workmen, but Congress was thinking of the welfare of all the American people. This ever must be the thought in mind in dealing with any important public question."

"I have already alluded to the restrictions which the government has placed upon railway capital, railway rates and railway earnings. We have eliminated every speculative phase of railway operation, until the railway business has become an extremely conservative one, with nothing left to inspire efficiency and pride in management, except competition in service."

"We have taken away that impelling force known as money making and reduced railway operation to a service to the American people, with a very limited return made possible on capital employed. There does remain that competition which may aim at superiority in service, and through that a genuine railway genius and talent may continue to appeal for the approval of their constituency and the American people generally."

"Naturally, this enactment did not appeal to those radical advocates of railway ownership or those socialistic theorists who thought the railways ought to be seized by the government and placed at the disposal of the railway workers for permanent operation and profit."

Obligation of Congress

"Congress felt an abiding obligation to restore the property seized for war to those who held title thereto, just as we are under obligations to keep faith with every one who placed his life or his possessions at the command of the government for the winning of the war."

"To have violated the good faith of America and to have seized railway properties and turned them over to a favored class in America would have involved the destruction of our very system of government and unionized the republic."

"The Cummins-Esch law made one notably progressive step in dealing with the railway workmen. There has been much outcry against the act as being hostile to labor and unjust to unionized and subservient to capital. On the contrary, it is the very opposite of these things. It does not interfere with collective bargaining. On the contrary, it facilitates collective bargaining. Moreover, it recognizes that railway workmen ought to be employed under the most fortunate conditions for the good of all the American people. It in effect provides that they shall be abundantly and generously compensated and established, for the first time in America, a tribunal through which the government's concern for workmen may be given expression."

White Calls on Harding To Define League Issue

Specific Information Demanded on Attitude on Irish Nationalism and Other Points

George White, chairman of the Democratic National Committee, yesterday issued an attack on Senator William E. Harding, the Republican candidate for President, charging that Senator Harding is not specific enough in his address on the question of the League of Nations, Irish nationalism and other points. His attack in part follows:

"The dependence of Senator Harding upon the only important organization in which he was ever included, the United States Senate, is daily manifest. Now, amid all sorts of explanations that do not explain, and excuses that do not excuse, the relinquishment of what was declared a permanent campaign policy, he is to leave the front porch; and the reason assigned is that he wants to help his Senate colleagues in their fight for reelection."

"Broad national issues cry to him for an attitude and a solution. Where does he stand on joining the league, for instance? The league which every civilized nation, outside the Central Powers, but Mexico, Russia and the United States compose? With millions of my fellow countrymen I have searched in vain for an answer. He has said nothing, and I cannot find a permanent answer to that question in time."

"What solution has he of the taxation burden? What hope does he offer the internationalism of the Irish? How would he reduce the costs of government? What one constructive idea or accomplishment, in all these years, has he offered to the nation? He has said nothing, and I cannot find a permanent answer to that question in time."

Record Crowd to Greet Borah in Cox's Home City

Dayton Republicans Eagerly Await Idaho Senator's Attack on League of Nations

Special Dispatch to The Tribune.

DAYTON, Ohio, Sept. 13.—Elaborate preparations are being made for the reception of Senator William E. Borah when he speaks here to-morrow night on the League of Nations. Senator Borah, who recently was classified by Governor Cox with Ludendorff and Von Hindenburg because of his opposition to the League of Nations, has written to the local reception committee a promise that he will take the lid off when he speaks here.

Senator Borah will be speaking in the home town of the Democratic candidate at the same time that Governor Cox is speaking in Boise, Idaho, Senator Borah's home. Several excursions have been arranged from other towns, and there is every indication of a record-breaking crowd. A public reception for Senator Borah will be held in the afternoon.

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